NEW-YORK DAHLY THERPAR TARBAY, OCTORER & 1869

THE BUYING OF ARMS AND THE FITTING OUT OF VESSELS FOR CUBA-THE EUTERPE CASE -- DEFINITE AND IMPORTANT VIEWS OF THE ADMINISTRATION.

It has been ascertained from authentic sources, and may be definitely stated that the following are in substance the views entertained by the President, and sure to be carried out by his Administration, with reference to the questions involved in the

The shipment of arms and munitions of war to either party engaged in the Cuban struggle is not prohibited. The Revolutionists have an equal right to buy and ship arms with the Spaniards. It is upon the fitting out of a naval or military expedition that the neutrality laws operate. It is an entire mistake to suppose that the United States officers have ever been instructed to stop the shipment of merchandise, even though it be in the form of articles contraband of war. The owners and master of the vessel must in all cases take their own risk; but if an expedition whether of armed men or armed vessels, or if a vessel fitted out and prepared and intended for naval warfare, is started from our ports, then a question of our duty as neutrals or as a friendly power arises; and even if we had acknowladged the independence of Cuba, our duty and our rule could be no different, until we had directly and publicly espoused one side of the quarrel by making war upon the other. It must be remembered that we constantly bought arms of England during the Rebellion ; and no one questioned the right of Englishmen to sell to us or the Confederacy. Blockade runners took their own risk of capture; but the Alabama was fitted out as a ship of war to destroy our commerce. The Cuban Republicans must learn to draw this distinction before complaining of our conduct. In this respect, as before remarked, the recognition of their independence would not alter the law. SEIZURE OF THE PRIVATEER HORNET-HER OFFICERS CONFIDENT THAT SHE CANNOT BE

LEGALLY DETAINED. WILMINGTON, N. C., Oct. 4.-The privateer Hornet, alias Cuba, appeared off Smithville Saturday even ing, flying the Cuban colors. It has been definitely ascertained that she has 200 men and 30 officers on board; the majority of the latter are ex-Confederates. She anchored inside the Bar, and sent her Engineer and Purser to this city to secure a supply of coal, that taken on board off New-York not being adapted to quick movements. Suspicion being soon aroused, the officers, after engaging a supply of coal, returned to their vessel without making arrangements to get the coal aboard. They left this city last night, about 12 o'clock, for Smithville, 35 miles below, in a small row-boat. Collector Rumley chartered the steam tug Alpha this morning at 4 4 o'clock, and having placed in the hands of a deputy United States Marshal a warrant issued by a United States Commissioner, placed him on board with a part of the Custom's force, with orders to detain the privateer until further orders. Col. Frank, commanding the United States troops at post Smithville, is expected to cooperate with the deputy marshal if necessary. The Alpha has not yet returned. Further intelligence will be telegraphed immediately on her arrival. The officers who visited the city were bold and confident, insisting that there is no process by which the privteers can be legally detained. The event creates much excitement and

SECOND DISPATCH. WILMINGTON, N. C., Oct. 4-Evening.-The privaet or Cuba, was seized by the Deputy U. S Marshal at Smithville at 12 m. to-day, and brought up and anchored a half a mile below the city this evening. A number of her officers are now in the city, and are positive that there is no pretext under which she can be detained by the authorities any longer than necessary to have an investigation into her armament and crew. The Cuba is a formidable vessel, and is represented as having great speed. She is short of coal and provisions now, and her machinery is considerably deranged. The following is a complete list of her officers: Commodore, Edward Higgins; Commander, Thos. L. Dornin : Lieut.-Commander, David A. Telfair ; Navigating Officer and Lacutenant, C. W. Read ; Lieut. Dr. Fred. J. McNulty, Surgeon ; Eugene Valitene Paymaster; Prentiss Ingram, Captain of Marines and Private Secretary to the Commodore ; Dr. E. W. Dubois, Assistant Surgeon; D. D. Munro, First Lieutenant of Marines; Nicholas Esling, Master; R. Sommers, Henry S. Cooke, A. M. Mason, R. H. Gibson, Wm. D. Phillips, Ensigns; Antonio Munez, Louis French, Midshipmen; Robert Graham, Chief Engineer ; John Lynch, Wm. H. Robinson, James Dennison, First Assistant Engineers; Stephen Kearny, Joaquin Aguiar, Edward Torallas, Second Assistant Engineers; John Mulley, Paymaster's Clerk; W. J. Faherty, Master's Mate.

THE STEAMSHIP ALABAMA-THE FLORIDA EXPE-DITIONS.

SAVANNAH, Ga., Oct. 14 .- The Morning News has reports from Florida of the arrival of the steamship Alabama at Fernandina on Friday night from New-York with 400 men, including 60 officers, for the Cuban expedition now rendezvousing on the Gulf coast. The men were immediately put aboard the cars and sent to Cedar Keys, where steamers await them. Two hundred men arrived at Baldwin, Florida, from Bayannah on Saturday night, supposed to be a portion of the command now organizing in Middle Georgia.

THE SPANISH AGENTS AGGRIEVED.

The agents of the Spanish Government are in high dudgeon over the dispatch received by C. H. Mallory & Co., from Secretary Fish, announcing that no armed vessel would be furnished as a convoy for the Euterpe, now lying at Pier No. 20, with 80 hundredpound Parrotts on board, intended for the Spanish gunboats. It was thought by José Pesant and other influential Spaniards in New-York that the sentiments of the Marshal, as they think them manifested in his official dealings with the Cubans, were a redex of the sentiments of the Administration. But the dispatch referred to has served to modify this opinion materially.

DENIAL OF THE STORY THAT THE FILIBUSTERS ARE MALTREATED.

The Cubans are much incensed at the publication in yesterday's papers of the statement that American volunteers in the army of the insurgents are unjustly treated. Letters have been received here from many Americans in the field, and thus far no word has been written by them indicative of a desire to leave the Island until the war shall have resulted in victory for the Cuban cause.

INTERVENTION RENOUNCED. Madred, Oct. 4 .- It is asserted that the United States Government has renounced all ideas of inter-

vening in the case of Cuba. WITHDRAWAL OF GEN. SICKLES'S TENDER OF MEDIATION.

The American Cuban diplomatic difficulty is re garded as terminated. The Spanish Government refuses all offers of foreign mediation in the case, maintaining the position that the condition of affairs in Cuba is a domestic question entirely. Major-Gen. Bickles has consequently transmitted to the Madrid Cabinet an official note formally withdrawing the tender of a friendly mediation by the Government of the United States between the Spaniards and the

and later as the Hornet, is a splendid side wheel steamer of 1,000 tuns, schooner-rigged and steel-clad. She was built on the Clyde, and with all sail set and a full head of steam on, can run at the rate of 22 knots. She is thoroughly armed and equipped, carries a full erew and a corps of marines, and is officered by as efficient men as an be found on board any war vessel afloat.

Her commander is Edward Higgins of Louisiana, at Her commander is Edward Higgins of Louislana, at one time an officer in the United States Navy; a sketch of his life was printed in The Tribuns of yesterday. Leutemant Commander Thomas L. Dornin, a son of Commodore Aloysius Dornin of the United States Navy, is a graduate of Annapolis, but served on the Confederate steamer Rappahannock during the war. Subsequently he occupied the position of first officer of one of the Peruvian war vessels. David A. Telfair, senior lieutemant and navigating officer, was also a lieutemant on board the Rappahannock, and is a North Carolinian. C. W. Reed, junior lieutemant and assistant navigator of the Cuba. Is a native of Jackson, Miss. He graduated at Annapolis, where he was familiarly known as "Savez." During the Rebellion he was an officer of the ram Arkansas, commanded the Webb in her attempt to pass the forts and the fleet at New-Orleans, and became famous by the capture of a revenue-cutter in Portland Harbor. He is a finely educated young fellow, and as brave as he is good looking.

Master N. H. Esling, a native of the Quaker City, gained his experience in the merchant service, in which he spent 30 years. Master Rudolph Sammers is a Dane. He was Master's Mate in the United States Navy in 1861, and served in the Mortar fleet at the taking of Fort Jackson, then commanded by Gen. Higgins. He was present at the first attack on Vicksburg; served in the waters of Virginia and North Carolina, and was twice promoted for gallantry in action. When serving as Executive officer of the Satellite he was severely wounded in the engagement on York River, in which his vessel was captured. One of the tatacking party on that occasion is now an officer of the Euba. one time an officer in the United States Navy; a sketch

ne of the attacking party on that occasion is now an

ment on York River, in which his vessel was captured. One of the attacking party on that occasion is now an officer of the Guba.

Ensign Harry S. Cook of Norfolk, Va., graduated at Annapolis, and served on the Southern side during the Rebellion. Ensign A. M. Mason, also a graduate of the Naval Academy, is a Virginian; he fought for the Confederacy during the Rebellion. Ensign R. H. Gibson is a Rhode Islander, and has been for many years in the English merchant service. Capt. Prentiss Ingraham of Mississippi commands the Marine Corps; he served on the side of the Confederacy during the war, and afterward in Austria and Crete. Capt. Ingraham is the son of the late Prof. J. H. Ingraham of the University of Mississippi, better known to the world as the author of "Laffite the Pirate," the "Prince of the House of David," and other widely-circulated books. The son has imbibed many of the peenhar tastes of the father, and has already made a mark in hierature. His last effort was a series of biographies of prominent Southerners, published last Winter in The Sunday Times, over the signature of "Leon Laffite." He is the anthorized historian of the Cuba. First Lientenant of Marines, David D. Monroe, an Englishman by birth, was Colonel of the 2d North Carolina Volunteers in the late war; Paymaster Enrique Vallente, a native of Cuba, is the son of the gentleman who secured the recognition of Cuba by the Peruvian Government, and a nephew of the Señor Vallente who wrote the only Spanish book in favor of the abolition of Slavery; Surgeon Fred. G. McNulty is a Virginian, and was during the war Surgeon of the Ehenahodonk, his assistant is Dr. E. W. Du Bose of South Carolina, formerly on the staff of Stonewall Jackson, and one of the few who were present at that soldier's death. Among the other officers are stephen Kearney, an anephew of the late Gen. Phil. Kearney, an another of the sell-and of the late Gen. Phil. Kearney, and John C. Mullay of Texas, who was during the war Gen. Hood's special scout.

ACTIVITY IN NAVAL AFFAIRS. At no time since the collapse of the Confedracy have so many workmen been busy in the Brooklyn Navy-Yard, or so many first-class vessels been making ready for active service. The Dictator, which has been in dry dock and thoroughly overhauled, is now coaling, and will drop down to Bedlee's Island to-morrow to receive her pewder, after which she will leave for Cuban waters. The Albany, late the flag-ship of Admiral Hoyt, is being repaired and placed in a condition to proceed to the same destination. The Albany is one of the flaesh ships in the service, and with the Dictator could, in the opinion of experienced naval officers, take care of the entire Spanish fleet, and its prospective 160,000 marines. The Severu has nearly her full complement of men, about 150 having been transferred to that vessel from the Albany. Sie is also destined for Cuban waters, and is awaiting namediate orders to proceed to sea as the flag-ship of Rear-Admiral Poor of the North Atlantic Squadron. She is a fine vessel, and can hardly be distinguished from the Albany, though her interior is fitted up in more modern and convenient style. The Colorade will be ready for the East Indies. The Guerriere and Minnesota are also being rapidly refitted.

Atkinson, the foreman who was discharged from the Navy-Yard some days ago, for alleged disobedience of orders, will, it is thought, be soon renestated. eady for active service. The Dictator, which has been

Akinson, the foreman who was discharged from the Navy-Yard some days ago, for alleged disobedience of orders, will, it is thought, be soon reinstated.

The case of Surgeon Green, of the Nipsle, condemned by a court-martial to receive a reprimand for disobeying the orders of Lieut. Commander T. O. Selfridge of that vessel, is diversely commented on in haval circles. Selfridge has the reputation of being a barsh officer.

FOREIGN NEWS.

GREAT BRITAIN. A FENIAN PRISONER.

LONDON, Monday, Oct. 4, 1869.

King's College Hospital in this city, having met with a serious accident. He has since been identified as either Kelly or Deasy, one of the Fenian prisoners rescued from the custody of the police at Manchester ome time ago. A division of armed police now guard the Hospital to prevent another rescue. The patient, however, is not likely to survive his injuries.

SPAIN.

THE CORTES IN SESSION-THREAT OF THE RE-PUBLICANS TO WITHDRAW.

Madrid, Monday, Oct. 4, 1869. The Constituent Cortes reassembled yesterday and resumed its session.

The Government to-day introduced a bill to sus pend the rights of individuals until the insurrection in the South is suppressed.

The rebellious movement of the Republicans will have the immediate effect of suspending the constitutional guarantees and of investing the Government with the extended powers necessary for the appression of insurrection.

It is probable that in the bill demanded by the Government is passed the Republican deputies will withdraw from the Cortes.

PROGRESS OF THE REPUBLICAN INSURRECTION-PROJECT TO MAKE FERDINAND OF PORTU-

GAL KING. Paris, Monday, Oct. 4, 1809. All the reports which have been received here of the progress of the Republican movement in Spain are confirmed. The town of Reus, nine miles from Tarragona, has declared for liberty.

It is said that the ex-King Ferdinand, of Portugal has by this time accepted the Spanish crown; but if this combination does not succeed within eight days Spain will be a Republic.

A BATTLE BETWEEN THE REPUBLICAN FORCES AND THE GOVERNMENT.

LONDON, Monday, Oct. 4, 1869-P. M. There has been an interruption of the telegraphic ommunication between England and Spain during to-day, which is attributable in part to a storm which has prevailed on the coasts, but in the main to the cutting of the telegraph wires communicating with the various ports of Spain by the insurrectionary forces operating at certain points inward from the shore line in that country.

The latest advices to hand previously report that battle had taken place at Espera Guerra between the Government troops, under Gen. Palacios, and a Republican force, mustering 1,100 strong. The revolutionists were dispersed and compelled to retreat to the mountains, after an obstinate resistance, during which they lost 40 men killed and 60 wounded, and had 23 of their number made prisoners. The Government troops lost 20 men killed and 38 wounded.

> FRANCE. THE EMPEROR.

PARIS, Monday, Oct. 4, 1869. The Emperor attended the races at the Bois de Boulogne yesterday.

ELECTION IN PARIS. The supplementary election for members of the Corps Legislatif from Paris, takes place on the 7th of

THE ŒCUMENICAL COUNCIL. FATHER HYACINTHE THREATENED WITH EX COMMUNICATION.

Paris, Monday, Oct. 4, 1869. Pers Hyacinthe is menaced with a sentence of najor ex-communication. THE ITALIAN BISHOPS.

FLORENCE, Monday, Oct. 4, 1869. The Government offers no opposition to the attendonce of the Italian Bishops at the Œcumenical Coun-

THE OFFICERS OF THE CUBA.

The first man-of-war of the Cuban navy, the Suba, once known as the blockade-runner Lady Sterling, is thought that he has been foully dealt with.

INPRECEDENTED FALL OF WATER IN THE ATLANTIC STATES—DESTRUCTION OF PROP-ERTY—RAILROADS DAMAGED, AND TRAVEL

THE GREAT STORM.

The floods came yesterday, and supplemented the bountful aqueous supply of Sunday. Provident people who had limited their use of Croton for weeks ast, foreboding the exhaustion of the reservoir, were gladdened by the deluge. Pedestrians who have endured pulverulent storms for a few days agone dwelt with satisfaction on the prospect of walks to business without a blinding dust invading their nostrils, blockading their ears, and beleaguering their bodies generally. Umbrellas were as necessary a part of man's equipment as his trousers. Men looked as though they were umbrellas. The parachute was close upon their heads like a hat, and the handle seemed to have impaled their bodies, and through all the streets these locomoting umbrellas were moving, jostling neighboring umbrellas in an utter carelessness for alapaca rents and the miniature showers which these collisions caused. It poured all the night, and in the morning it poured. The streets were dotted with little ponds, the gutters were noisy with their volume of water. Out-door work was entirely suspended. The excavations which have been made on the site of the new Post-Office were filled with water. The laborers who have been employed there stood about on the wind side of the fence, muffled in heavy coats, striving by dint of constant puffing to keep the little tobacco in the bowls of their clay pipes from being drowned. This was all they had to do. Up town the children were kept from school, and the only visible means of enlivening the dull morning was by laughing at the unfortunates who could not regulate their umbrellas. The wind came along with the rain, and at one time so heavy was the gale that a large tree standing at the intersection of Thirty-third-st. and Ninthave., was blown down. Fortunately no person was injured. The detention caused to the mails was very serious The train that was due here from Washington at 4:50 did not arrive until 12 o'clock last night. The Schuylkill River overflowed the meadows five miles south of Philadelphia, so that the track for three-quarters of a mile was covered by 18 inches of water. The passengers were bliged to make a circuit of over three miles in coaches, and then take steamers; in order to get to Philanelphia. All the Eastern mails were three hours late, and the Erie had not arrived last night, nor was it expected before morning. The effects of the storm in New-Jersey were quite sericus. Land slides along the Morris and Essex Road were numerous, delaying the trains many hours. Several turnpike bridges were carried away. The Sussex Railroad was submerged at four or five points between Waterloo and Newton. The late crops are badly damaged. Navigation upon the Morris Canal was suspended by the great overflow of water. In Hudson County the marsh lands were entirely covered, and dozens of families who lived on the outskirts were forced to abandon their homes and flee to terra firma. A new sewer in Third-st., Hoboken, burst yesterday, and along with the rain flooded the meadows to the depth of 3 feet. Through passengers on the Eric and New-Jersey Central Railroad were transferred last evening to the New-Jersey Road. On this side of Philadelphia, Trenton, and Bordentown, about six miles of track were submerged, and trains passed through by way of Monmouth. Reports from all parts of the country represent the storm as being unusually severe. Nearly five inches of rain had fallen from 11 o'clock on Saturday evening to 1 o'clock yesterday afternoon. It had stormed and blown a gale during a portion of that period. One inch of rain rarely falls in one day; exceptional cases have produced fifteen inches in six hours. The tides were very high yesterday, partly

the depth of four feet. Our dispatches give full details of the effects of the heavy rains of Sunday night all along the Atlantic coast. In and near Washington there was much damage done to crops and lands. The Pennsylvania Northern Central Railroad was washed away in several places, and trains of course delayed. Telegraph wires also suffered breakage in hundreds of places. The Schuylkill, that a few days ago could not furnish a tenth of the water required by Philadelphia, now deluges all the region with more than abundance, sweeping off lumber, coal, railway cars, and all easily movable prop-Bridges are also carried down stream, canal boats wrecked, and mischief played generally. All the streams in Pennsylvania are swollen beyond recent precedent, and much injury must necessarily occur.

in consequence of the high casterly wind. In 1840, during

an extraordinary high tide, people were obliged to cross Washington and West-sts. in boats. This tide extended

to Greenwich-st., while the river overflowed West-st. to

Along the Harlem Road there has been much destruc ion, and bridges at Copake and Ghent are destroyed or rendered unsafe. The same is true along the Delaware division of the Eric Railroad. The Hudson River Road is not much troubled; some culverts are lost, and a few trains have been delayed. The New-York Central does not seem to have suffered much, so far as reports have come in. Baltimore is, of course, badly wet down. That violent little watercourse, Jones's Falls, played havoc, as usual, but the damage was less than might have been expected. On the North River the gale was so strong that small steamers were compelled to lie to, and sail vessels of all kinds sought anchor and refuge under the cliffs. In Westchester County, N. Y., a serious affair occurred; the dam at Russell, Burdsall & Ward's Iron Bolt Works at Pemberwick, two miles north of Portchester, broke, tearing down the machine shop. Ten persons were badly injured. The casualties are as follows : Andrew Michaels, crushed to death-he leaves a wife and several children ; David Beede, head cut and otherwise seriously injured; Samuel T. Riker, leg broken and other injuries; Edward Greenwood, James H. Burns, Nicholas Fox. John C. Kane, Louis Diehl, Emil Boemer, Owen Dougherty, were also badly injured. It is not yet known whether there were any drowned. Large numbers of men have been thrown out of employment. Loss about \$100,000.

NEW-YORK.

ALBANY, N. Y., Oct. 4.—A large portion of the Hudson River Railroad at Castleton is carried away. The storm has caused great damage in this city by the tearing up of pavements, bursting of sewers, &c. The city loses, at a ow estimate, \$50,000. In many streets the water was forced into cellars and basements, doing great damage. Buildings unfinished were flooded, and the work destroyed. Messrs. Mount & Enrnop, grocers, on the corner of Dove and State-sts., suffered damage by the flooding of their basement. A sewer in Elk-st, gave way while a horse and wagon, with three persons in the latter, were passing over it, and they were all precipitated ten feet into the sewer. One of the party, a boy named Peter Jones, was, it is feared, fatally injured. A brick stable, erceted in Hudson-st. by John Ebel, is so badly damaged that it will have to be demolished. A land slide occurred on the Susquehanna Railroad, near Norman's Kill, and a culvert was carried away near Esperance. A bad break has occurred on the four-mile level, Eric Canal, and part of the aqueduct has been carried away at Hoffman's Ferry. The river commenced rising at an early hour, and has continued all day. The water this evening was over the docks, and it is still rising.

TRAINS DELAYED ON THE HEDSON RIVER RAILROAD.

ALBANY, Oct. 4.—The morning train from New-York is not expected to reach here until a late hour, as some half a mile of the Hudson River Kailroad track is washed away. while a horse and wagon, with three persons in the latter

away.

Hudson, N. Y., Oct. 4.—The severest rain storm ever known in this locality prevailed from midnight Saturday until noon to-day. The rain fell unremittingly and with great force during that time, causing much damage by inundations and freshets. On the Hudson River Railroad inundations and freshets. great force during that time, causing much damage by inundations and freshets. On the Hudson River Railroad bridges and culverts were carried away above and below the city, preventing the passage of trains either way during the day. The bridge at Gheat, on the Harlem Railroad, was washed away, together with many others on the line between Gheat and Copake. The Hudson and Boston Railroad could run no trains through to Chathaun to-day. About 50 feet of the track was washed away near Claverack depot, and other damage was dene to the road, which will be repaired by to-morrow morning. The brickyards of F. M. Sprague, E. & A. Bruce, Henry Miller, and George C. Byrne were much damaged by overflow. Mr. Sprague is probably the heaviset sufferer, his loss being reported at \$4,000. Fritz's paper mill, the storehouse of Harder's woolen mill, and the dam at Philmont were carried away by the freshet. Bridges on nearly all the turnpikes leading out of the city were washed away, and the roads along the streams and ponds were overflowed to a depth rendering them impassable. The construction train on the Hudson River Railroad, which left this city about 9 o'clock this morning to assist in the repairs at Livingston Creek, met with an accident at Mount Merino, about one mile and a haif from this city, by means of the falling in of a culvert as the train was passing over it. The locomotive was thrown over, and the tender fell through the culvert. Beveral laborers were injured.

Willtenall, N. Y., Oct. 4.—A furious storm of rain prevailed all day vesterday, and continued until noon to

WHITEHALL, N. Y., Oct. 4.-A furious storm of rain pre-WHITEHALL, N. Y., Oct. 4.—A furious storm of rain prevailed all day yesterday, and continued until noon today. The streams have overflowed their banks, greatly damaging the corn and potato crops. Wrecks are reported in the canal at various places; 250 feet of the township has been carried away between Mechanicville and Waterford; 50 feet at Dunham's Basin, a place about three miles north of Fort Edward. The water is also over the tow-path at Comstock. At Fort Ann the water has overflowed the marsh east of the village, toward Hartford, and a man named Julius Lessor, of this place, while endeavoring to cross the road, was drowned, as was also his team. Several bridges on the Bensselaer and Saratoga Railroad are swept away, and the track is

also washed out in several places. Several bridges are gone on the Rutland and Washington Railroad. There have been no trains from the South to-day, and none from the East since 6 o'clock this morning. The main break on the Rensselaer and Saratoga Railroad is at Mechanicville. The trains are announced to commence running to-morrow.

ville. The trains are almost an entermore.

SARATOGA, N. Y., Oct. 4.—Rain commenced failing here on Saturday night, and continued until 10 o'clock this morning. Five and three-sixteenths inches of water fell, of which amount 2 9-16 fell between 6 and 10 o'clock this morning. The freshet here is doing considerable damage in the streets, and in the country bridges and roads are washed away.

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SCHENECTADY, N. Y., Oct. 4.—The incessant driving rain of last night caused much damage in this section. Several dams in the suburbs of the city are gone, and the flats are submerged. Several of the main streets of the city are under water. The Mohawk River is ten feet above the low water mark. The Erie Canal is in a very bad condition. There are two breaks on the Four Mile Level, five miles west of this city. There is also a portion of the Aqueduct gone on the Seven Mile Level. The country in that neighborhood is inundated. It will take two weeks to repair the damages. The trains on the New-York Central Railroad going West are water-bound at this city. The track six miles west of this city is under water, and a portion of the enlivert gone. The storm is the severest of the kind ever known in this vicinity.

POGGINEETSIE, N. Y., Oct. 4.—The Hudson River Railroad is badly washed above this place, and no trains will come through from Albany to-night. Near Castleton 200 feet of the road-bed and both tracks are gone. The bridge at Stuyvesant lighthouse is also damaged, and a culvert near Livingston Station is partially destroyed. In the town of Rhinebeck, Dutchess County, four out of five bridges are destroyed, and the fifth is so badly torn as to prevent it being crossed over. All the apculvert near Livingston Station is partially destroyed. In the town of Khinebeck, Dutchess County, four out of five bridges are destroyed, and the fifth is so badly torn as to prevent it being crossed over. All the approaches to Rhinebeck are thus cut off. Catskill Creek is high. The Mary Powell did not leave Rondout this morning in consequence of the severity of the storm. An immense quantity of rain has failed during the past twenty-four hours, and reports from inland towns along the river are waited for anxiously. The Harlem Railroad is washed in several places, the main difficulty being between Chatham, Columbia County, and Dover Plains, Dutchess County. The passenger train which left Albany at 6:20 this morning left there to night at 7 o'clock for New-York. A large gang of men is at work on the breaks above, and Superintendent Toucey has gone forward to the scene. Train may run through to-morrow. A gentleman from the country reports that the Manchester bridge, a covered structure sixty feet in length, three miles cast of this city, was swept away this afternoon, but the report needs confirmation.

Beverts from Pourskeepsie state that bridges and

structure sixty feet in length, three miles east of this city, was swept away this afternoon, but the report needs confirmation.

Reports from Poughkeepsie state that bridges and farms in the river countres are badly injured. The rain has poured incessantly for 12 hours.

The steamboat Mary Powell, which should have left Rondout at 5:39 yesterday morning, did not start, Capt. Frost fearing damage to his vessel in consequence of the high wind and the heavy tide which was flowing up the river, submerging piers, tearing away docks, &c.

In Rondout Creek all the basements of the stores and warchouses which line the piers were submerged, and the water in the Delaware and Hulson Canal was so high that steam tugs had to be sent up the canal to tow the boats down. The damage to the Rondout and Oswego Railroad is reported as being very heavy. Hundreds of feet of embankment have been washed away, which will take mouths to reconstruct. All the steamers in the creek have been doubly fastened to the piers and further trouble is anticipated. Inhabitants in that section say it was the severest storm experienced there in a long while. Great damage has been done at Rhinebeck. Every bridge on the suburbs of the village—north, south, east, and west—has been carried away and the streams are fearfully swelon. The one north of the village, known as Hogg's Bridge, a wooden structure, broke from its fastenings yesterday morning. Hager's Bridge, a new and beautiful stone structure, half a mile west of the village, between there and the depot, is nearly entirely destroyed. It cost \$5,000, and was considered strong. A bridge south of the village, known as the Mill Bridge, is also gone. Mr. Kelly's farm bridge was partially washed away this morning. Ludika's saw mill, also located south of the village was started from its foundation, but was afterward chained fast. Three hundred saw logs and a stack of hay were, however, carried away by the freshet. The bridge east of Rhinebeck is also reported gone, so that the village is eat off at pres

with the outer world. The damage entire is estimated at \$10.000. All the post roads are badly washed and present a desolate appearance.

Catekili Creek this morning commenced to rise rapidly, and in a half hour's time was terribly swollen. All the vessels in the creek, including the steamer Thomas Powell, cut loose from the piers and floated down the creek to Catekili Point in the Hudson, where they were safely moored. Soen after hundreds of pumpkins and corn in the stalk came down the stream and covered the surface of the Hudson for a long distance from the mouth of the creek. The eld inhabitants on Catekili dock are of the opinion that great damage has been done in the interior, and say that the worst is yet to come, as the creek has just commenced to rise. When the Chauncey Vibbard came along her passengers for Tivoh had to be placed on a tug-boat and conveyed ashore. Soon after the Vibbard left Rhimebeck she broke down and lay for some time in the middle of the river.

The storm damaged the track of the Hudson River Railrond considerably. A short distance north of Staalsburg a current was partially washed away, but trains ran over it slowly and safely. North of Rhimebeck tunnel there was another wash, but it did not seriously impede the progress of the trains. North of there, however, at the mouth of Livingston's Creek, an entire bridge was washed away, and the gravel was torn from beneath the ties. As a consequence, all trains north and south were stopped at that point. Later in the day it was reported that a gravel train ran into a culvert between Catekili and Hudson. Trains for the South were made up at Rhimebeck and Ponghkeepsie in accordance with telegraphic instructions from Superintendent Toucey.

with telegraphic instructions from Superintendent It is not probable that travel will be resumed for some

It is not probable that travel will be resumed for some time as much repairing on the road will be necessary. Four trains are lying at the Livingston Station, three of which left New-York yesterday morning, and one from Albany. The latter is lying at Catskii Station, unable to come further south. At Castleton about 200 feet of the bed of the road is washed away, both tracks being gone. There was no train through from Albany last hight. Heavy gauge of men were at work all last night, and all efforts are being mide to repair the breaks so as to run trains through to Albany again to-day.

PHILADELPHIA. Oct. 4 .- A heavy rain began to fall in

the valley of the Schuylkill, late on Saturday night, and

continued in this city and up the river until this morn-

ing. The reports from the upper part of the valley and

on the head waters of the principal tributaries are that the rain was heavy, and continued during the whole of Saturday night, Sunday and Sunday night. The streams rose rapidly, and began to everflow their banks early last night. The wheels at the Fairmount works were stopped at 4 o'clock, and at noon the water flowed in a torrent 12 feet deep over the Fairmount dam. Boats were torn from their fastenings and swept down the river, hurled against the piers of bridges, and sunk; the immense stocks of lumber on the wharves were scattered and carried away; the large warehouses on the Schuyikill were filled with water to the second story. The fires were put out in the gasworks, and the clay retorts and ovens are destroyed. Down the raging current came the fragments of dwell-Down the raging current came the fragments of dwellings, the wrecks of bridges, the shattered hulls of canalboats, logs, lumber, stacks of hay, and every evidence of the vast rain wrought by the flood in its passage down the valley. High water occurred by the tide at one o'clock. The flats on the west side of the river, above Market-st., belonging to the Pennsylvania Railroad, are entirely submerged, and every movable article that was upon them last night has been swept away. Among these were a dozen or more empty freight cars. This morning, at an early hour, the flood poured upon those; they were carried out into the current, and hurled against the bridges, then twisted beneats them and sent whitling down the stream. In these cars a number of houseless vagabonds had chaseonced themselves last evening, and had spent the night. They awakened to find themselves in the middle of the river. They all succeeded in climbing out upon the roofs of the cars, and from this perilous position they were rescued by some brave fellows in boats. Twenty-third-st, throughout its length, from Market-st, to Callowhill, was submerged, the water varying in depth from two to five feet. Of course all the property between this street and the river was flooded. There are factories, lime kilns, lumber yards, coal yards, mills and dwelling-houses here, and the damage must be immense. We have at this time no means of forming any estimate of it. At 12 o'clock the water was still rising, and it was impossible to get at the flooded localities. The elevation of Market-st, at the river prevents the submersion of that street, but Filbertst, is filled with water nearly up to Twenty-second-st. In South Twenty-third-st, behind the gas warks, there is a depth of about four feet. Arch-st, is overflowed clear up to Twenty-second-st. The cellars are all filled, and the people have either been driven to the upper stories of their homes, or have been compelled to desert them altogether. In Race-st, the water reaches quite as high as in Arch-st, and as the ings, the wrecks of bridges, the shattered hulls of canalpeople fiave either been driven to the upper stories of their homes, or have been compelled to desert them altogether. In Race-st, the water reaches quite as high as in Arch-st, and as the dwelling houses come closer down to the river's edge, there is much more damage. Most of the buildings are buried half-way up the windows of the first floor, and the people are busy moving out upon rafts and in boats. On Vine-st, the scene presents even a mere terrible appearance. The water has reached nearly to Twenty-second-st, and between Twenty-third and Twenty-fourth streets every house is submerged to the top of the first floor windows. The inhabitants were taken out in boats, and when our reporter left an effort was being made to remove the furniture. It is likely that there will be more suffering in this locality among poor people than in any other. From Vine-st, up to Callowhill, Twenty-fourth-st, is filled with water, and the district embraced between these streets and the river is entirely overflowed. The particulars of the injuries sustained could not be obtained, because it was impossible to undertake any explorations without a boat. Along Callowhill-st, from Twenty-third-st, to the Wire Bridge, the houses bordering upon the river are all injured more or less. The water in some instances comes clear up to the level of the street, and in all the back yards there are heaps of debris, canal boats piled one on another in confusion, uprooted trees, outhouses, and the million things that have been swept away above. Over all this the yellow water sweeps in a fierce, irresistible forrent, every moment hurling some fresh object upon the ruins aircady collected, and threatening as the tide rises to bring new disaster to the scene. Out in the current in various places lie groups of canal boats, moored together for safety; upon these are the frightened boatmen, trying to make them selves and their property more secure, but apprehensive that every fresh rush of the torrent will sweep them down the stream to certain ruin. From

bank, are submerged half way to the roof. The oil refineries have allost heavily, vast numbers of barrels having been swept away. The surface of portions of the river is covered with the oil seum. All the lumberneen have suffered terribly, some of them losing the larger part of their stock. At the Fairmount Water Works the scene was exceedingly wild. The dans is entirely out of view, and the water rushes on as if there was no such thing as a dam there. Men who have worked about Fairmount all of their lives say no such freshet has ever been known in the Schuylkill, the nearest approach to it being the great flood of 1850. The platforms and woodwork for the accommedation of the workmen engaged in the erection of the new wheel-houses was all washed away. The water is so high that none of the wheels is the water works can operate. No damage to the turbine wheels is anticipated. The loss about Fairmount Water Works will amount to \$1,200 or \$1,500. The Spring Garden Water Works have also been overflowed, and the engines are unable to work. No estimate can be formed of the loss. The destruction is incalculable. No loss of life is reported.

New-Hore, Fenn., Oct. 4.—The Delaware Division Canal is badly damaged in three places. The esphankment is torn out in one place, and two aqueduca are washed away. It will take several weeks to repair the damage.

Habrisburg, Penn., Oct. 4.—The rain ceased last bank, are submerged half way to the roof. The oil re-

washed away. It will take several weeks to repair age damage.

Harrisburg, Penn., Oct. 4.—The rain ceased last night. There is no great freshet in this immediate vicinity, but great damage is reported north and south of here. Several bridges between Harrisburg and Philadelphia, on the Pennsylvania Central and Philadelphia and Reading Railroads are reported washed away; also between Harrisburg and Baltimore. The Susquehanna River is rising rapidly, but no fears are entertained of a disastrous flood.

Harrisburg and Baltimore. The Susquehamma River is rising rapidly, but no fears are entertained of a disastrous flood.

At Spring Mill, five miles below Norristown, the river has receded two feet from the highest point, which was over 16 feet above the regular water mark, or two feet higher than the great freshet of 1852. The destruction of private property is immense. A woman at Norristown, while endeavoring to secure floating timber, fell into the river, and two persons, a man and woman, while trying to rescue her, were drawn in the current, and the three drowned. The Norristown Railroad is badly under water, as also the Reading Railroad. A large force of laborers are on hand sufficient to repair any damage in a few hours after the water recedes. The coal trade will not remain idle more than two days, unless the mines are drowned out above. At 3 o'clock the river was rising rapidly at Pottstown, but it is supposed to be the water from the upper end just coming down. The trains between New-York and Philadelphia are all regular and uninterrupted, although the Raritan, Passaic, Delaware, and other streams were swollen early in the day to an extraordinary hight; but the New-York and Washington trains, and those between Philadelphia and the South, are all delayed by the effects of high water in the Schuylkill. The Il o'clock a. m., train from Broad-st. Station for Wilmington, passed in safety and on prompt time; but in 15 minutes after it had gone down the line, both tracks below Bell road crossing, beyond the oil works, one mile south of Gray's Ferry were entirely submerzed by the rapidly rising flood. By the hour of 12:15, when the 8:40 New-York train for Washington, and the Philadelphia noon train south, had started from Gray's Ferry Station, the road was under water for a mile, to the depth of three feet. It was considered unsafe to run the engine over this track and the trains returned to Philadelphia. The water afterward rose to four feet on the rails. The Pennsylvania, Wilmington, on the Philadelphia and Wi

HARRISBURG, Penn., Oct. 4.—About midnight Saturday

ence of the road.

HARRISBURG, Penn., Oct. 4.—About midnight Saturday night rain commenced falling here, and continued with but little, if any, intermission for nearly 30 hours at times, pouring down with some violence. The storm prevailed with more fury south and east of this place, overflowing both large and small streams, and damaging and destroying an immense amount of property. The Susquehanna River has not been near so much agitated by the flood as its tributaries, and but very little damaged by the river is renorted. The Conestoga Creek flowing through Lancaster and one or two other counties, and the Swatara Creek, the main body of which flows through Dauphin County, rose very rapidly, overflowing their banks in many places, destroying fences, the crops, and greatly damaging bridges, highways, and other property in their wild course. The railroad Companies however appear to have suffered the greatest loss. Below Columbia on the Pennsylvania Railroad, the lower part of a bridge was swept away, leaving in position the rails, ties, and a few heavy pieces of timber; two freight cars passed over the damaged structure, causing it to sink nearly six inches before its dangerous condition was discovered. That road is now clear, but few trains being detained by other washings, which were very slight, and all are moving regularly. None of the through trains by the Reading or New-York line have arrived. A small bridge at Robesonia, 41 miles cast of Harrisburg, was washed away, and with it about 200 feet of track carried to the side of the road. On the East Pennsylvania Railroad three or four bridges are reported washed away. The conductor on one of the trains which passed over the bridge at Robesonia before it was carried off, reports that the force of the current was so great that when the locomotive first strack it he though the coveather had hit a rock. The engineer discovering that water was the only impediment, gave the locomotive a full head of steam, and the train passed the point in safety. It is now believe

the only impediment, gave the lecomotive a full head of steam, and the train passed the point in safety. It is now believed here by ratiroad men that no freight trains will pass over the Allentown route to New-York for two days. No trains have arrived here to-day over the Northern Central Railway. The damage to this road cannot be fally ascertained on account of the telegraph wires being down in one or two places south of Hanover Junction. The road is in running order from here to Parkton, with the exception of one small bridge. From Parkton to Baltimore for twenty miles the road is more or less damaged, but the officers of the road say all trains will be running regularly to-night.

Laten.—The telegraph poles of the North Central are washed out along Gunpowder creek. The lines are working to Cockeysville. The water was five feet deep at Parkton this morning, and there was fifteen feet of water in the gas-house at Ashland furnace. Only two bridges are reported as having been damaged between here and Parkton. The trains from Baltimere are expected through by midnight. The York, Wightsville, and Columbia Railroad appears to have suffered great damage. The flood made sail work with the bridges; two or three were shoved out of line, the abutment of another is entirely gone, while the whole superstructure of another was carried down stream. Ten bridges in all are badly damaged. The damage to other roads is so slight as to be hardly worth mentioning. The crops, and especially corn, standing in the field in shock, has suffered terribly. Rumors of several extensive land sindes on one or two prominent railroads were in circulation, but they proved to be without foundation. No loss of life is as yet reported from any reliable source. It is quite certain that the loss by this last great flood to railroads alone in this State will in the aggregate reach \$100,000, while the damage to private and other property will probably exceed that sum.

SCRANTON, Penn., Oct. 4.—Heavy rains have fallen for the past 48 hours. No trains a

BRATTLEBORO, Oct. 4.-This place has to-day been greatly injured by flood, caused by the heavy rain of yesterday and to-day. The dam at a tannery at West Brattleboro washed out, and as the water rushed down through Wheatstone creek, which crosses our main street, and whose banks were covered with buildings using water power, J. Esteres & Co., organ manufacturers, had some of their lumber washed away and their small shops floated from to its foundation by ropes. Deacon Dewind, a furniture dealer, had his entire building and stock of goods washed away. Boynton, shoe dealer, lost his entire stock and tools. Kewman & Tyler, machinists, had the whole end of their shop washed away. The lower end of the Connecticut River bridge is washed away, and feers are entertained that the structure will go en masse. The Wheatstone creek bridge was carried away by the flood at the same time that the shops went off. Soveral lives were lost, among them a German by the name of Fredericks, who was engaged in getting out lumber at Estree's yard, when the current struck the pile he was on and carried him away at once. This poor fellow was one of the survivors when the Central America went down on her passage to New-Orleans several years ago. I have just learned that a Miss Barrett was also drowned at the tamery. In addition to these a man and a boy have lost their lives. As I write, the Connecticut River bridge has been carried away, and all communication is now cut off between this place and the island opposite, upon which are several families. The grentest excitement prevails here, as there is no indication of any abatement of the flood. The total loss is estimated at not less than \$1,500.000.

New-Haven, Conn., Oct 4.-The storm to-day was very severe. The dam at Harper's paper mill was broken, and much damage was done in that vicinity. Bumors have been received of damage done in the Naugatuck Valley and at Wallingford; but, owing to the delay of the trains

been received of damage done in the Saskasta and at Wallingford; but, owing to the delay of the trains and the failure of the telegraph wires to connect, it is impossible to get the particulars.

Hartford, Coun., Oct. 4.—The storm of to-day was very severe in this vicinity. The telegraph wires east and west of this city are down, and there is a break in the Hartford, Providence, and Fishkill Railroad, east of this city, near Manchester, and west, near Bristol, proventing the passage of trains. There are ramors of extensive damage from freshet, but full particulars cannot be obtained to-night. Hubbard's cotton mills at Higganum, Moddlesox County, owned by the Russell Company of Middletown, reported to have been swept away, also several dwelling-houses in Glastenbury. Baidwin's new dam at Pratisville, costing \$2,000, was swept away; the escape of water causing great damage to other property. The entire loss in Meriden is between \$20,000 and \$30,000. The track of the Hartford Railroad, at Windsor Locks, was badly washed away for about one hundred feet, but to-night trains passed over, and trains will run regularly to-morrow. Similar damage is is reported at Talesville, near Meriden, but one track is uninjured, and trains pass. At South Manchester a large reservoir broke away, carrying off a portion of H. E. Rogers's paper mill, and the dams of

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the Globe Mill Company, Cheeny Brothers, L. Buner & Sons, and Edward Eunce. The silk factory of Cheeny Brothers was flooded, the paper mills of L. Buner & Bons was destroyed, and the machine shope of S. Loomis were swept away. The mills of Hillard & Spencer were seriously injured, and immense damage has been done elsewhere. Every river bridge in town gave way and the roads are nearly all impassable. There is a rumor that the Supsite Dam at Rockville is gone, but nothing definite can be learned as that town cannot be reached by telegraph.

MARYLAND. WASHINGTON, Oct. 4.-The heavy storm which prevailed yesterday did much damage. The rain was unprecedent

ed for its violence. The canal banks were overflowed,

and the lower stories of the houses adjacent were flooded. The bridges over the canal and elsewhere in the city were washed away and several new houses damaged, owing to undermining by the water. The sewers were also injured, and in several cases the ground caved in. The effects of the storm are seen in all directions. About midnight the whole reserve force of the Seventh Precinct was called out to go to the assistance of the families in was called out to go to the assistance of the inances in Perdy's Court, near Pennsylvania-ave, and Firstest, the Tiber having overflowed into the court, and to resens some of the women and children the officers were obliged to wach in the water up to their necks. The families were carjed to places of safety, and in one or two instances the removal was extremely hazardous. None of the houses were floated off, but some few articles of furniture were carried away by the flood. The shanticabordering the tiber back of the railroad station were overflowed, but was limates, mostly colored people, and away with their femiliure. Three coffins were washed down the Tiber and lodged near the Adams Express office, opposite the station. They probably were washed from some burial, place. The storm in Georgetown was heavy and the damage to property considerable. The bridges over Rock Creek were swept away; also fences, frame shantles, and sverything of a floating nature on its banks. The limeskins quantities of lime. The hasked limes The and Company's multimated the multimated of the station. The shantles of lime. The shalt is the shalt of the station of the five criment were swept down the creek and ever the damainto the river. A large iron boller, which was on a scow belonging to a foundery, was washed some distance down, and passing under the lower (K. st.) bridge struck the iron stringer on the north side, and bent it in some isches. It took away about 15 feet of iron handraling in its passage, and landed on the whart used by the Maryland Mining Company. This morning, a colored man, sexton of Christ's Church, Georgetown, while engaged in catching drift-wood at the Paper Mill Bridge, accidentally fell in, and was swept down by the current.

There was much damage in Georgetown. Among the may occurrences a swee broke loose, the water tearing and washing the street to a considerable distance. Owing to the rise in the Potomac Shiper in the property of the story of the story. The George County, Md, was again inundated last night Pordy's Court, near Pennsylvania-ave. and First-st, the Ther having overflowed into the court, and to resens some of the women and children the officers were obliged

JEROME PARK.

THE JEROME PARK FALL RACE MEETING-HORSES IN TRAINING AT THE COURSE.

The Fall Meeting of the American Jockey Club commences at Jerome Park to-morrow, and continues over five days. The first day (wee the extra or match day of the meeting, on which three match races and three other races will be run. The first match is a dash of a mile for \$5,000, half forfeit, between two two-year olds, Mr. Belmont's ch. f. Finesse and Messrs. Hunter & Travers's ch. f. Intrigue. The second match is between Mr. Belmont's Attraction and Mr. L. W. Jerome's Rapture, both three-year old fillies, for \$1,600, half forfeit, one mile. Then follows a match for \$2,000, half forfeit, netween Mr. Belmont's ch. c. Beverly and Mr. Littell's ch. c. by Balrownie, dam Emma Johnson, both two-year olds, and the distance one mile. A handicap sweepstakes for gentlemen riders, one mile; a two

both two-year olds, and the distance one infle. A handicap sweepstakes for gentlemen riders, one infle; a two mile dash for a purse of \$600, all ages, and a selling race, one infle and an eighth, completes the day's sport.

On the first regular day of the meeting, Saturday, Oct. 9, there are four highly interesting races, commencing with a hurdle-race for a purse of \$100, with an additional \$100 added for second horse. A handicap sweepstakes for all ages, \$50 each, play or pay, with \$300 added, has 16 acceptances out of 24 entries; the distance is a mile and a quarter, and the handicap has been so judiciously framed that a good race may be looked for. The third race, the Champion Stakes, mile hearts, is for 3-year olds, and has 38 entries; this is a valuable stake, for the entrance is \$200 each, half forfeit, with \$1,500 added by the Club. The Narsery Stakes, for two-year olds, \$40 each, with \$1,500 added, has 34 subscribers, and will bring out some of the best 2-year olds in training, the winner becoming entitled to the nice stake of \$3,200.

On the second day, Tuesday, the 12th inst., the racing commences with the Jerome stakes, of \$300 each, half forfeit, with \$500 added, for three-year old fillies exclusively. The distance is one mile and three-quarters, and there are 11 entries. A mile and three-quarter dash for a purse of \$500, all ages; the Members Cup, with gentleman riders; the Maturity Stakes, for four-year olds, \$200 each, with \$1,200 added, three miles; and a sweepstakes of \$1,000 each, half forfeit, one mile, and three subscribers, four races on the card. The first is a race of mile heats for a purse of \$600; and the second the Champagne Stakes for two-year olds, \$100 each, half forfeit, with \$500 added, one mile, and it subscribers and if acceptors; distance two miles and a quarter. A consolation purse for all ages, with a 7 b allowance for beaton horses, winds up this day's sport.

The fourth day, Saturday, the 10th inst., has five races the eard. The draft is a burdle race handicap; the

miles and a quarter. A consolation pairs for an item with a 7 m allowance for beaten horses, which a up this day's sport.

The fourth day, Saturday, the leth inst. has five races on the card. The first is a hurdle race handleap; the second a two-year old sweepstakes; the third a sweepstakes for three-year olds, \$500 each, half forfeit, with \$1,000 added, two miles; the fourth a two-mile heat race for all ages, and the fifth and concluding race of the meeting a handleap for horses only that have run during the meeting. It will be seen that the programme for this meeting is one of unusual excellence, and there is every reason to suppose it will be brilliantly successful.

There are already a great number of stables arrived at Jerome Park for the races, the horses of which are in regular active training for their various respective engineents. Messrs, limiter and Traver's stable (A. J. Miner, trainer), has six horses; H. P. McGrath's (Antony, trainer), nine; Bowie and Hall's (D. McGoun, trainer), ten-Peter Waldon's, six; J. J. Eckerson's (W. Walden, trainer), eight; McConnell and Thompson's (E. Thompson, et), eight; McConnell and Thompson's (E. Thompson, large number of horses having been specially ordered.

CHICAGO, Oct. 4.-The large paper-stainery of Howell & Company, at Marseilles, Ill., was desiroyed by fire last eventag. The loss is about \$7,000; fully in

SARATOGA, N. Y., Oct. 4.-A fire broke out SARATOGA, N. Y., Oct. 4.—A fire broke out at midnight last night, in a building occupied by Jennes & Co., druggists; Gibbs & Son, flour dealers; Carre & Peters, lawyers; J. R. Hemingway, insurance agent; W. Barrett, Justice of the Peace. The building was owned by G. W. Comstock, whose loss is \$3,500. The maurance is not known. Jenner & Co. lose from \$7,600 to \$8,600; insured for \$4,500. They lost all their books and papers. D. Gibbs & Son lose \$1,000; insured for \$1,500. The lawyers lose nearly all their papers. It is supposed the fire was the work of an incendiary.

GENERAL TELEGRAPHIC NEWS. .... Thomas Dowling was arrested at Quincy, Ill., on Satarday, for fraudulently obtaining \$2,000 from parties in Kansas City, Mo.

John Connell, a laborer, was killed at Albion yesterday afternoon while coupling cars on the Providence and Worcester Railroad. ...John S. Andrews of Chicago, who has been operating extensively in the lower grades of wheat in the Board of Trade, has suddenly disappeared.

in Woonsocket, was reached after 26 hours' digging. He had probably died of suffocation, and been dead 12 or 12 ...The old Santa Fe Gazette has changed hands, name and politics. The new paper is called The Post, and O. P. Sullivan, Collector of Internal Revenue.